

Capelli

**K6001 INSTRUCTION MANUAL V1.2
1:6 SCALE COMPETITION EP KART CHASSIS KIT**



capelli.au
info@capelli.au

Capelli Racing Pty Ltd
Geelong, VIC 3220
AUSTRALIA



Karting has long been celebrated as the foundation of motorsport a pure expression of speed, control, and competition.

It all began in the late 1950s, when American racers sought an affordable and accessible way to experience the thrill of circuit racing. Using surplus aircraft parts and small engines, they built the first go-karts, lightweight, nimble machines that brought racing to the masses. From humble parking lots in California, karting quickly spread across the world, evolving into a sport of precision and passion.

It wasn't long before karting became the birthplace of legends. Nearly every great Formula 1 driver began their journey behind the wheel of a kart. Michael Schumacher honed his unmatched focus and precision on kart tracks. Ayrton Senna developed his legendary sensitivity and car control from countless hours racing wheel-to-wheel in karts. Even today, modern champions like Fernando Alonso and Max Verstappen credit karting as the purest and most formative chapter of their careers.

Beyond professional racing, karting has made its way into popular culture. The beloved Mario Kart series introduced the excitement of kart racing to millions around the world – a playful tribute to the same energy, rivalry, and fun that define the real thing.

At its core, karting represents the essence of motorsport: raw, mechanical connection between driver and machine. With every movement of the steering wheel and every ounce of throttle input translates directly to the track. It's a test of skill, instinct, and control.

The Capelli K6 Kart was created with the intent to capture that same spirit, the pure thrill of karting, distilled into a precise 1:6 scale R/C chassis. The K6 delivers the true essence of karting: simple, honest performance, where every input counts.

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Important Safety Notes

Select an assembly area that is out of reach of small children. The components in this kit are small and may pose a choking hazard if swallowed.

Handle all tools with care. Exercise caution when using hand tools, sharp instruments, or hobby knives during assembly.

Read and follow all warnings and instructions for any additional tools, adhesives, batteries, or accessories used with this product.

Due to continuous product development, the final details of the kit may differ slightly from the illustrations shown.

DO NOT operate the Capelli K6 on public roads or in areas where it may interfere with traffic, pedestrians or property.

Always perform a radio system check with the wheels off the ground before operating the vehicle.

Ensure both the transmitter batteries and the vehicle battery are fully charged before use.

Disconnect and remove the battery from the vehicle when not in use. Store all batteries in a cool, dry place.

Always store and charge LiPo batteries in a fire-resistant enclosure. Improper handling or charging can result in fire or explosion.

Keep fingers, hair, loose clothing, and any objects away from rotating or moving parts to avoid injury.

Make sure your charger is correctly configured for the specific battery type you are using. Incorrect settings may cause overheating or fire.

Inspect all wiring before use. Insulate or replace any damaged or exposed wires immediately to prevent short circuits.

The motor, speed controller, and drivetrain components may become hot during operation. Do not touch these parts immediately after use to avoid burns.

Operate the Capelli K6 only in a safe, open area with adequate visibility and free of obstacles.

Required Electronics & Running Gear

The following items are essential for the kart to operate:

64 Pitch (64P) Spur Gear - Compatible with your chosen final drive ratio.
64 Pitch (64P) Pinion Gear - Select tooth count to suit track conditions and motor setup.
540 Size Electric Motor - Standard 540 can motor or brushless equivalent.
Micro Servo (Chassis Mount Type) - Ensure compatibility with chassis servo mounting points.
2-Channel Radio System - Includes transmitter and receiver.
LiPo Battery (Shorty Type) - 1s or 2s Designed to fit the chassis battery tray.
Compatible ESC (with Blinky Function) - 1s or 2s for regulated racing classes where applicable.
30mm Cooling Fan (for ESC) - Recommended to maintain safe ESC operating temperatures.

Assembly Consumables

These materials are required during assembly and maintenance:

Double-Sided Tape - For mounting electronics securely.
Silicone Damper Oil - For damper performance tuning.
Silicone Differential Grease - Ensures smooth ball differential operation.
Foam Tyre Glue - For securing tyres to rims.
Molybdenum Grease (for Thrust Bearing) - Reduces wear and improves bearing performance.
Low-Strength Threadlock - Required for metal-to-metal screws to prevent loosening.

Setup & Tyre Preparation Equipment

Recommended for optimal performance and tuning:

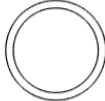
Tyre Truer - For precise tyre diameter and surface preparation.
Set-Up Station (1/10 chassis type) - Essential for accurate suspension geometry setup (camber, caster & toe)
Straight Edge Device - Useful for chassis tweak and alignment checks.

Required Tools

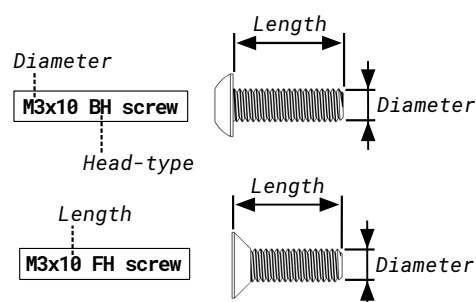
Ensure you have the following tools before starting assembly:

1.5mm Allen (Hex) Driver
2.0mm Allen (Hex) Driver
2.5mm Allen (Hex) Driver
7mm Nut Driver
5.5mm Nut Driver
Pliers
Tweezers
Vernier Calipers
Plastic or Wooden Drift (for bearings)
Soldering Iron (for motor and ESC connections)

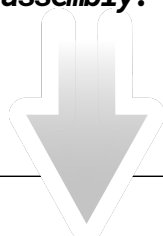
Hardware Chart [SCALE = 1:1]

	1418 - M4x18mm FH screw		1304 - M4 Nylon nut
	1416 - M4x16mm FH screw		1303 - M3 nut
	1414 - M4x14mm FH screw		1603 - M3x3mm Set screw
	1010 - M3x10mm FH screw		1610 - M3x10mm Set screw
	1008 - M3x8mm FH screw		1612 - M3x12mm Set screw
	1006 - M3x6mm FH screw		B1488 - Bearing 1/4"x3/8"x1/8"
	1005 - M3x5mm FH screw		B6103 - Bearing 6x10x3mm
	1112FL - M3x12mm BH Flanged screw		B5825 - Bearing 5x8x2.5mm
	1110 - M3x10mm BH screw		1714 - M2 x 14mm Shaft
	1108 - M3x8mm BH screw		1704 - M4 Belleville washer
	1106 - M3x6mm BH screw		OR131 - O-ring 13.5mm x 1mm
	1105 - M3x5mm BH screw		OR72 - O-ring 7mm x 2mm
	1205 - M2.5x5mm BH screw		

This chassis kit contains screws in metric sizes of different lengths, diameters and head types. Opposite is a guide to identifying the screws.



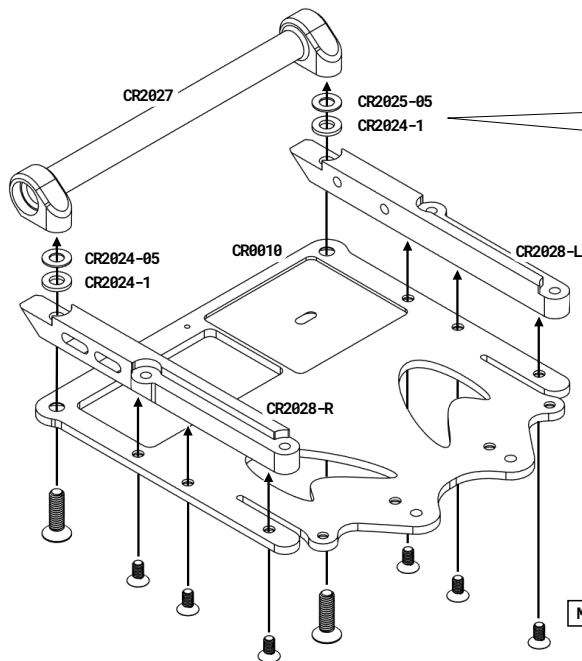
The following pages contain the instructions needed to build your Capelli K6 kit. Please follow each step carefully to ensure proper assembly.



CR2024-05
ID: 4.0mm
OD: 8.0mm
THK: 0.5mm

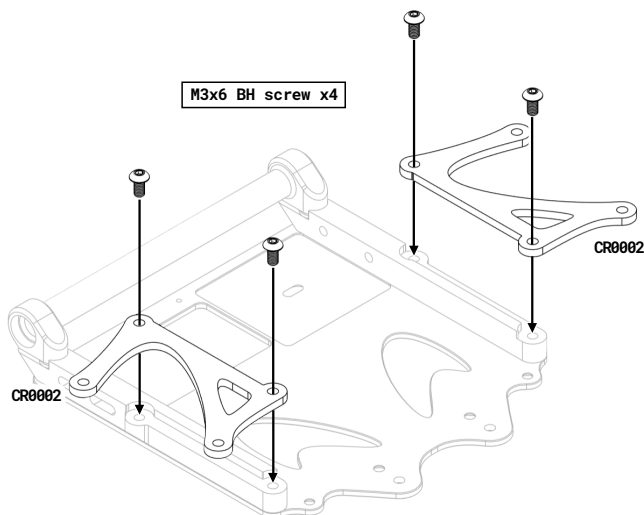
CR2024-1
ID: 4.0mm
OD: 8.0mm
THK: 1.0mm

M4x14 FH screw x2
x16
Select length according to
number of shims used, to
achieve minimum thread depth
of 4mm into CR2027

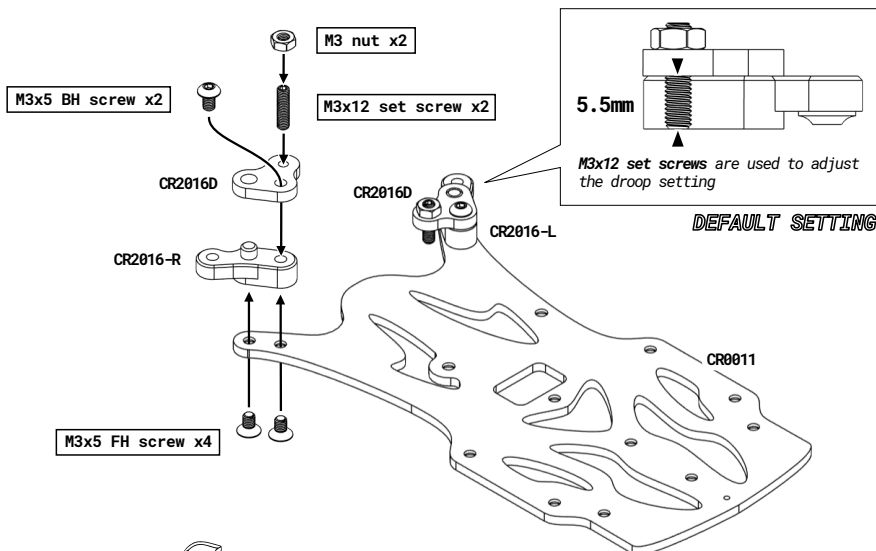


M3x6 FH screw x6

Bag 1, 2 & 6



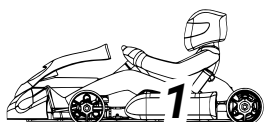
Bag 3



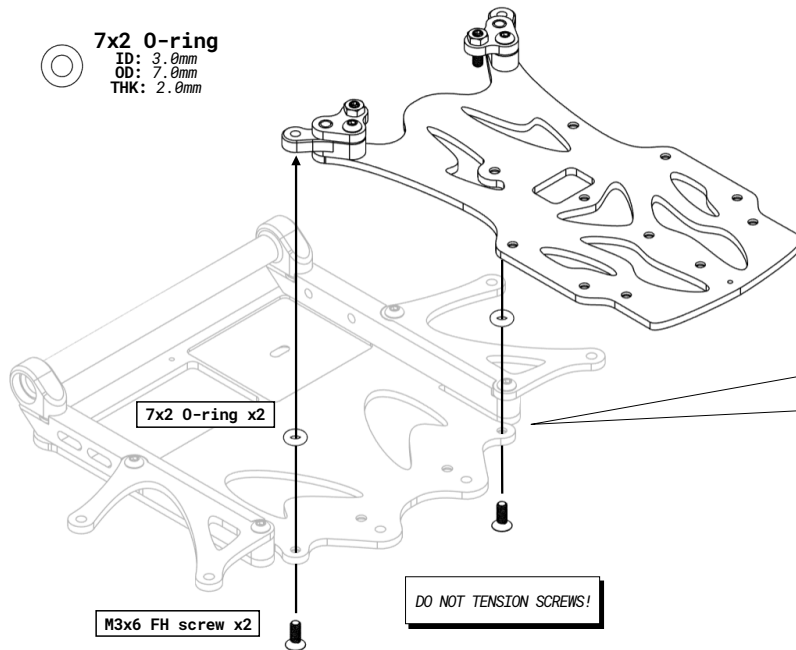
CR2016-R CR2016-L

TOP VIEW
ASSEMBLY

Bag 3

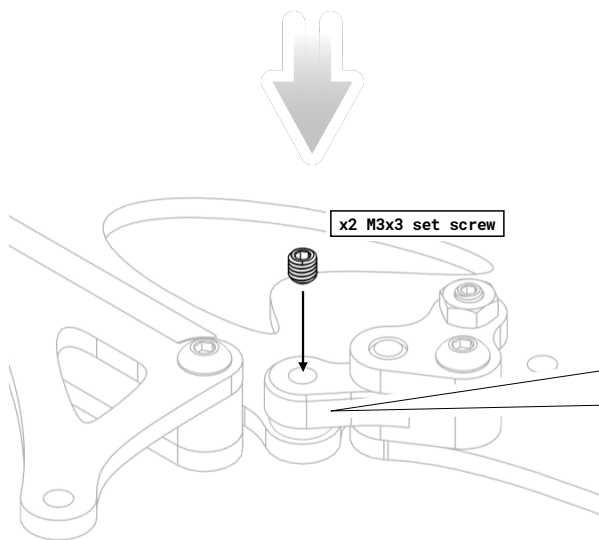
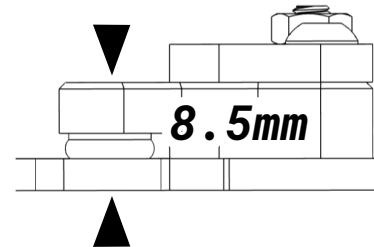


7x2 O-ring
ID: 3.0mm
OD: 7.0mm
THK: 2.0mm

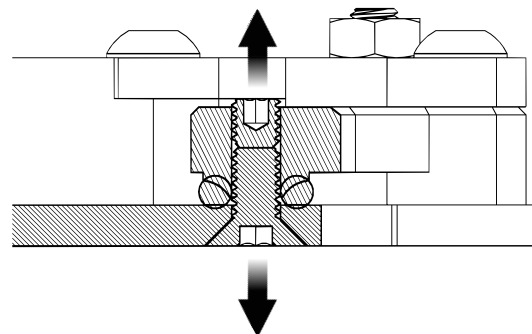


DEFAULT SETTING

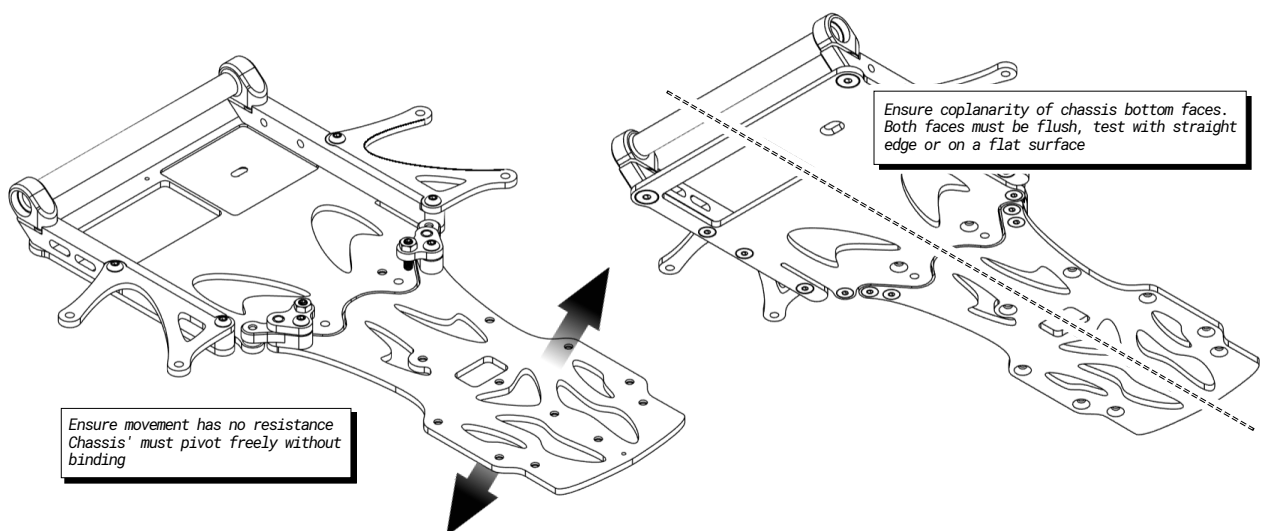
Set distance between CR0005 and CR2016-L & R at 8.5mm and adjust accordingly to achieve coplanarity of CR0005 & CR0006 bottom faces



The M3x6 FH screws are used to adjust chassis tweak. Turn the left and right screws in or out to achieve the desired chassis balance. Once the chassis has been correctly tweaked, tighten the M3x3 set screws in CR2016L and CR2016R to lock the M3x6 screws in position

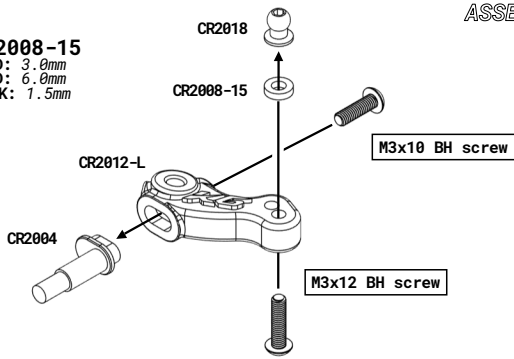


Bag 1

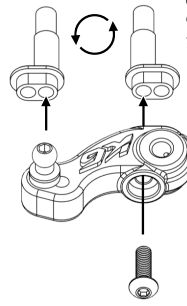


ASSEMBLY X2

CR2008-15
ID: 3.0mm
OD: 6.0mm
THK: 1.5mm

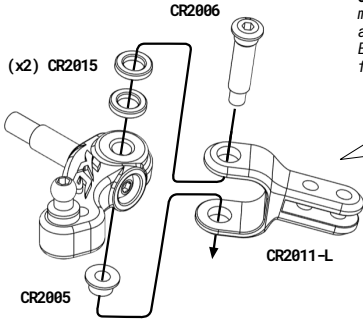


InLine **Offset**

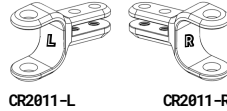


CR2004 can be installed in 'offset' or 'inline' positions to adjust the steering feel.
The default setting is offset.

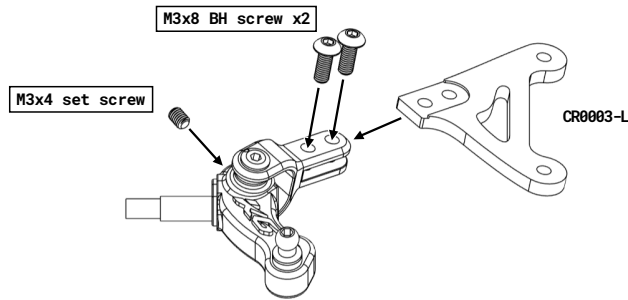
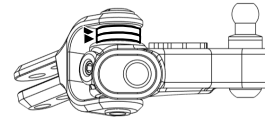
CR2015
ID: 4.0mm
OD: 8.0mm
THK: 1.5mm



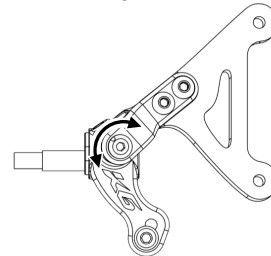
CR2011-L and CR2011-R front steering yokes are marked "L" and "R" to indicate the left-hand and right-hand sides of the chassis. Ensure the threaded side of each steering yoke faces downward during assembly.



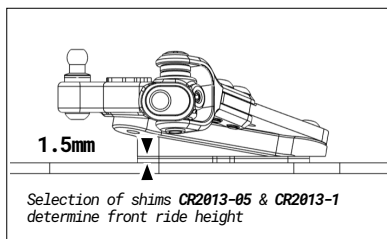
The front roll-centre can be adjusted by changing the position of CR2015 spacers to above or below the the knuckle (CR2012)
note: this adjustment effects the front ride height



The front camber is adjusted by rotating CR2006 eccentric king-pin, the default setting is 0 degrees
note: M3x4 set screw in CR2012 is used to secure king-pin once camber has been adjusted



Bag 3



1.5mm

Selection of shims CR2013-05 & CR2013-1 determine front ride height

RIGHT

M3x6 BH screw x2

CR2010-R

CR2013-05

CR2013-1

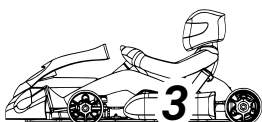
M3x6 FH screw x2

8

10

Select length according to number of shims used, to achieve minimum thread depth of 3mm into CR2010

LEFT



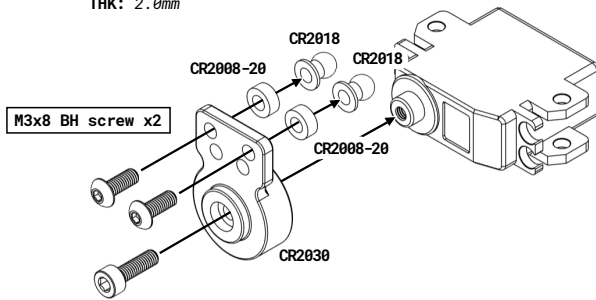
Bag 3

CR2008-15

ID: 3.0mm
OD: 6.0mm
THK: 1.5mm

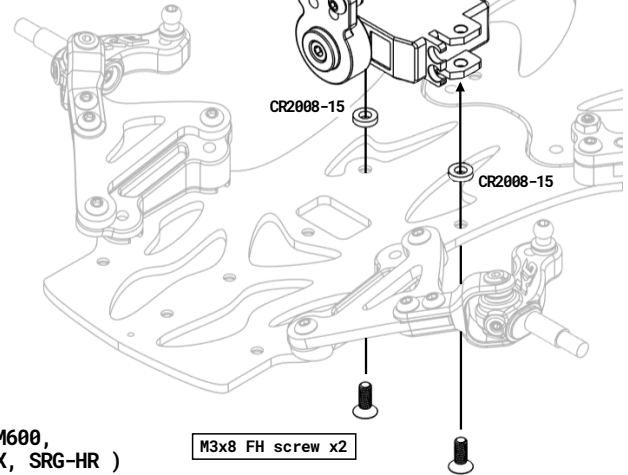
CR2008-20

ID: 3.0mm
OD: 6.0mm
THK: 2.0mm



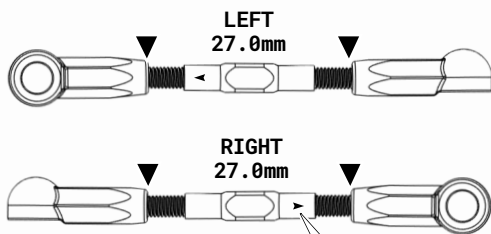
Use screw included with servo

Use x2 M3 nuts to secure the servo if M3x8 FH screws do not thread into the servo mounts securely



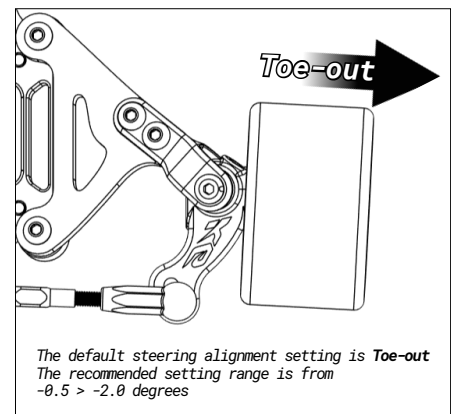
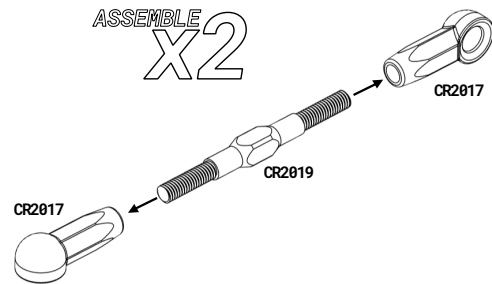
Steering Servo not included
(micro servo compatibility ONLY: Futaba CM600,
MKS HV50P, PWRHD M8H, SANWA PGS-HR, PGS-HX, SRG-HR)

Bag 1



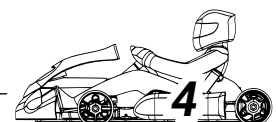
Arrow marking points to Left-hand thread side of turnbuckle

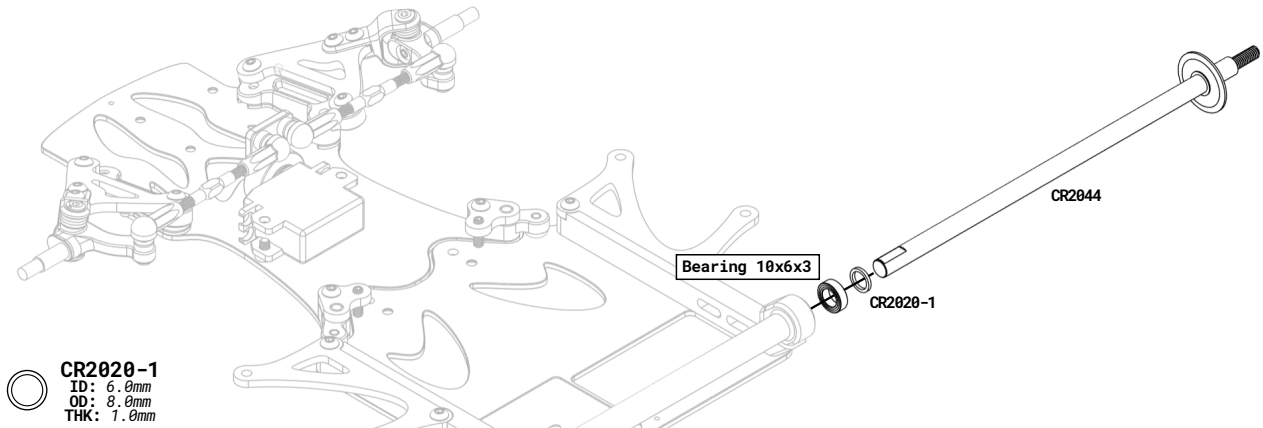
ASSEMBLE
X2



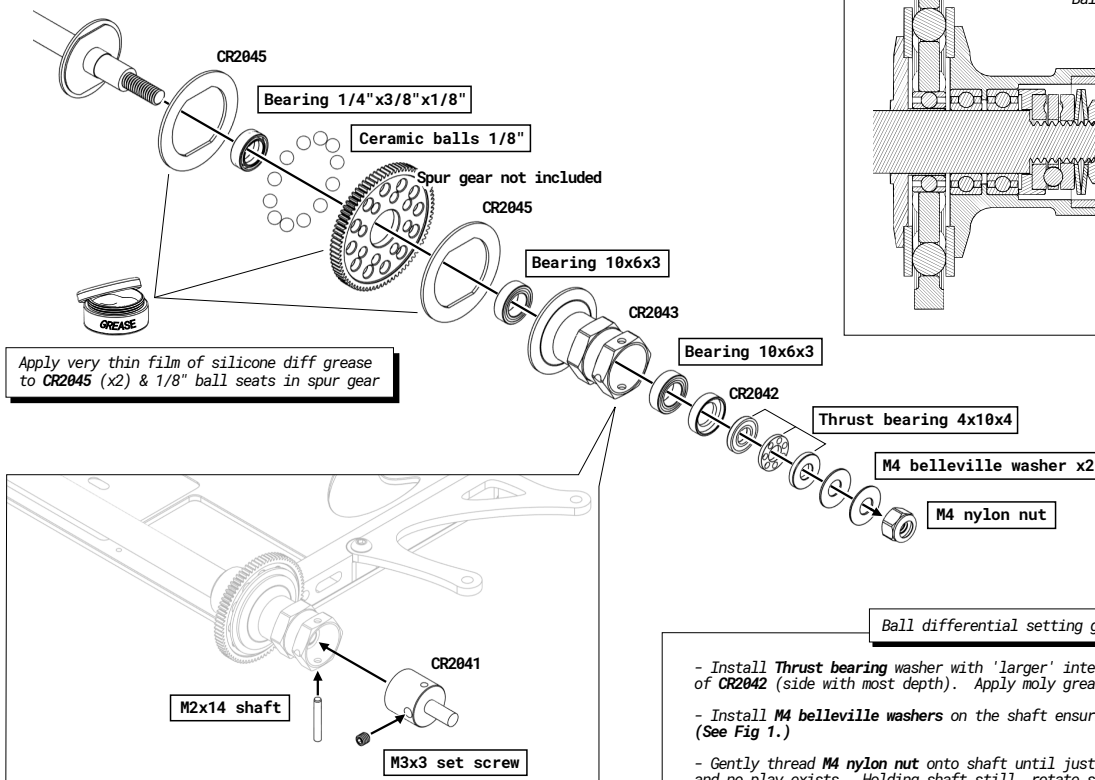
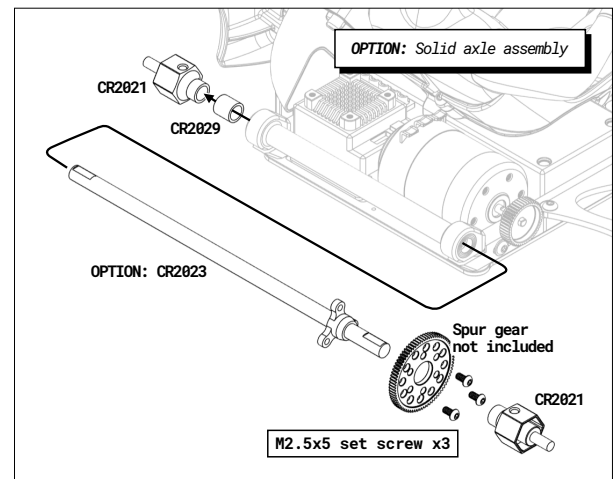
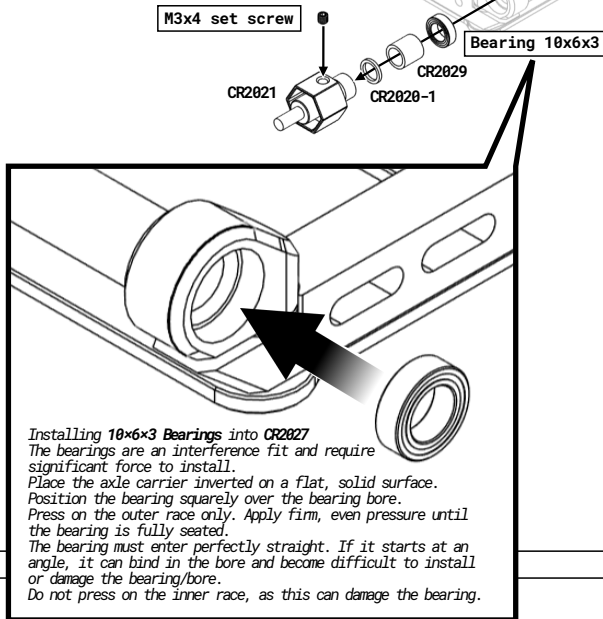
The default steering alignment setting is Toe-out
The recommended setting range is from
-0.5 > -2.0 degrees

Bag 3





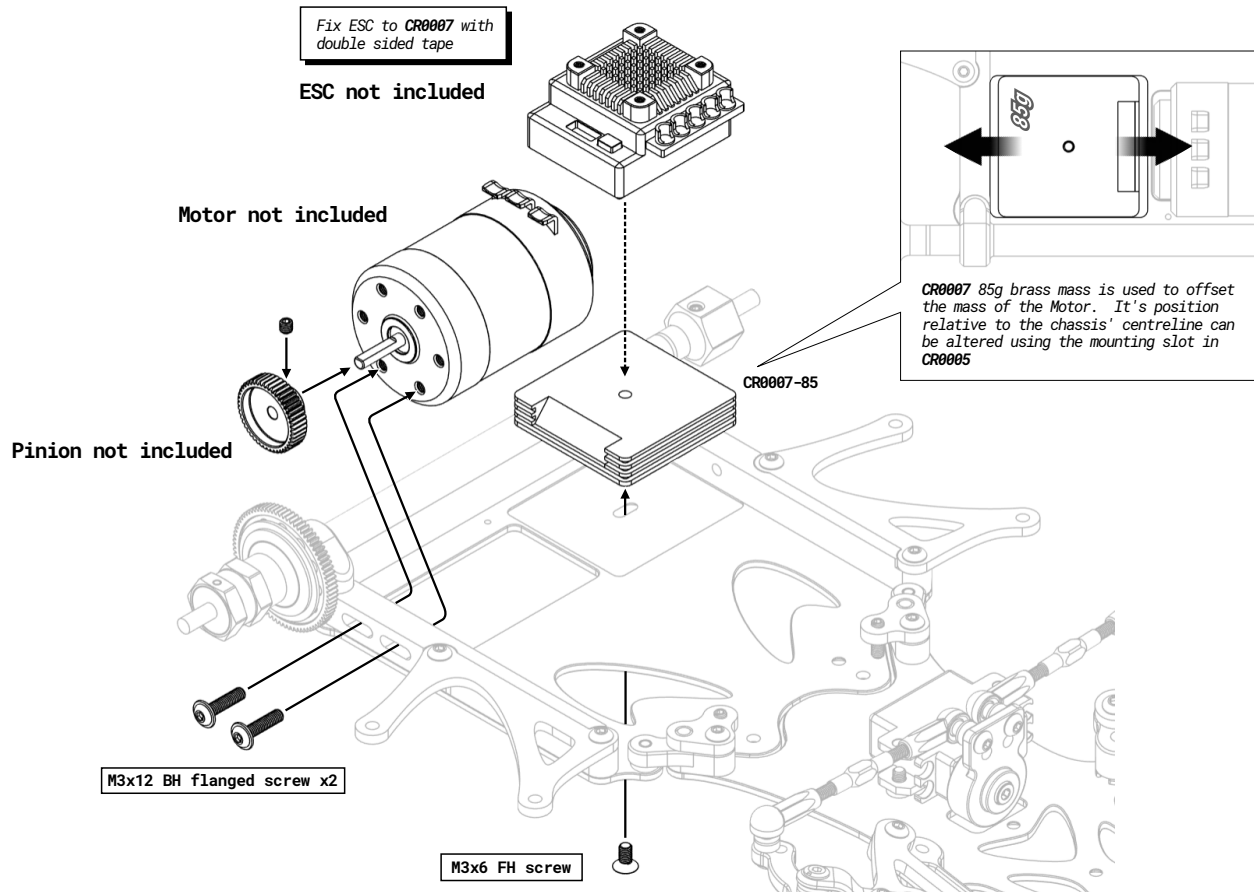
Bag 4



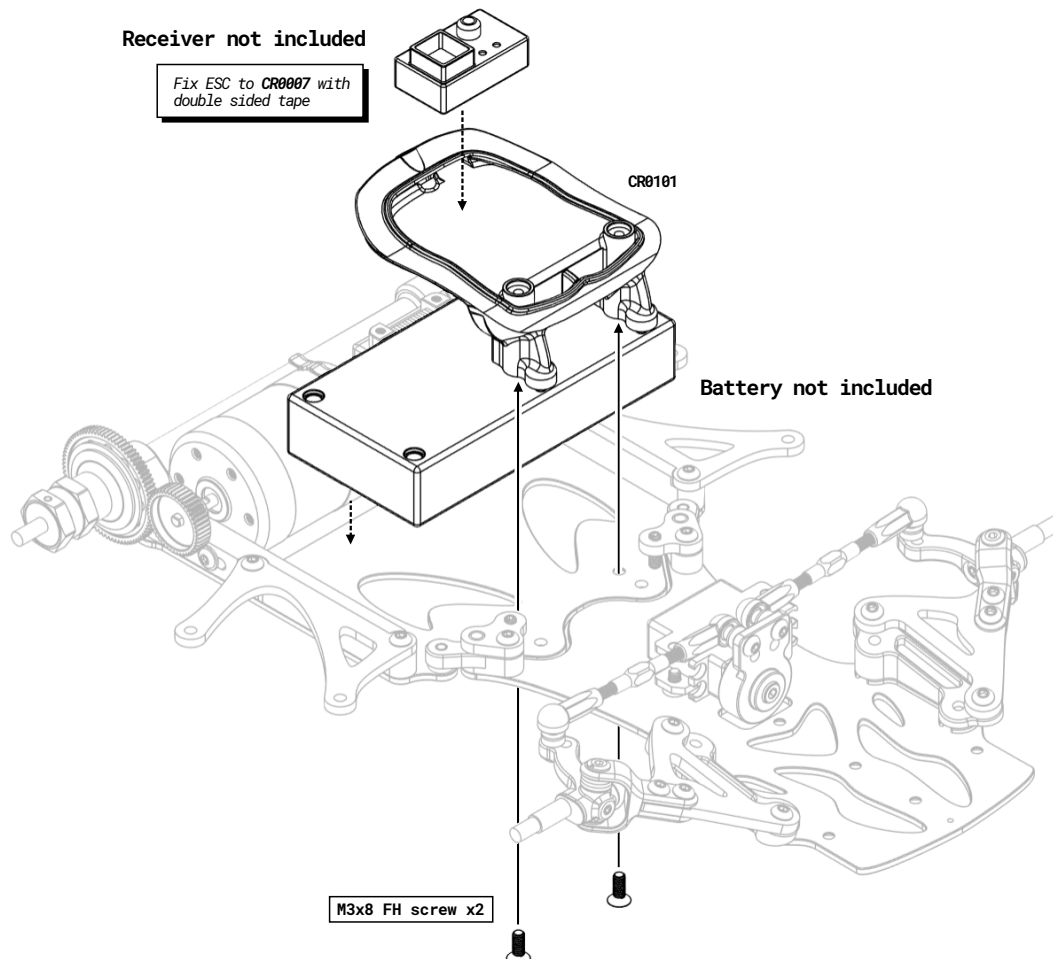
Bag 4

Ball differential setting guide

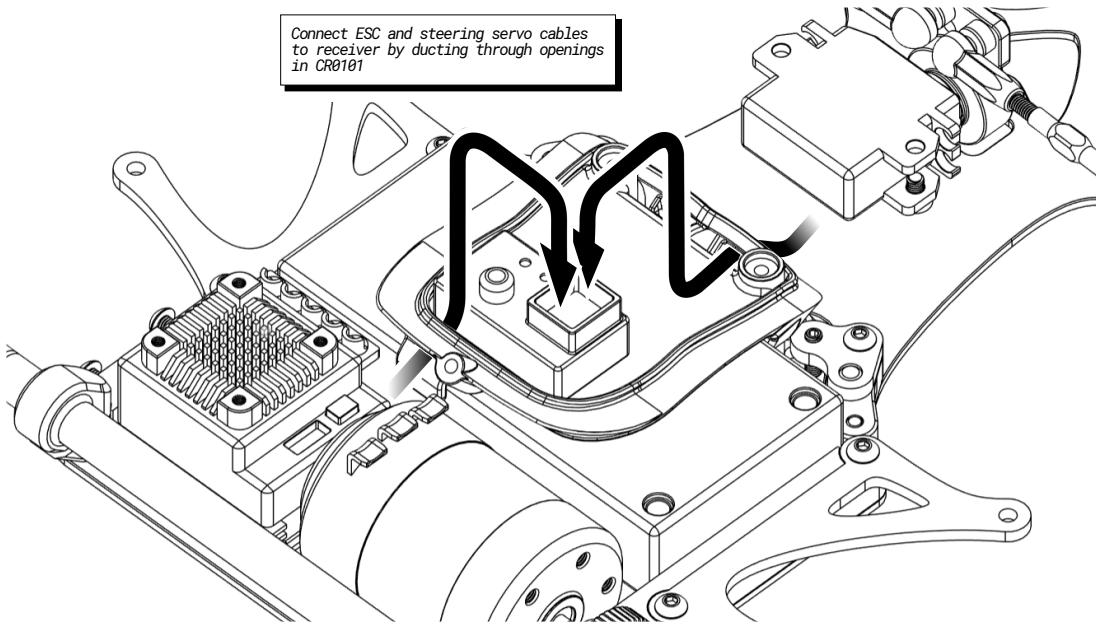
- Install **Thrust bearing** washer with 'larger' internal diameter into seat of CR2042 (side with most depth). Apply moly grease to thrust bearing ball race
- Install **M4 belleville washers** on the shaft ensuring correct orientation. (See Fig 1.)
- Gently thread **M4 nylon nut** onto shaft until just touching belleville washers and no play exists. Holding shaft still, rotate spur gear multiple times to distribute grease over surface of 1/8" ceramic balls
- Tighten the **M4 nylon nut**. Hold the spur gear and one outdrive firmly, then try to rotate the other outdrive. There should be smooth resistance; tightening the nut increases this resistance. The diff should rotate smoothly without binding. Final tension should be fine-tuned on track



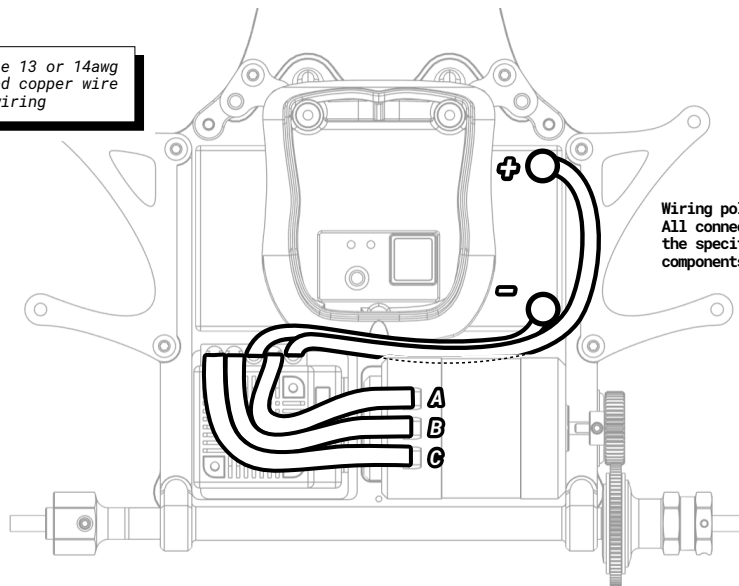
CR0007-85 is located on the base of the kit box



Connect ESC and steering servo cables to receiver by ducting through openings in CR0101

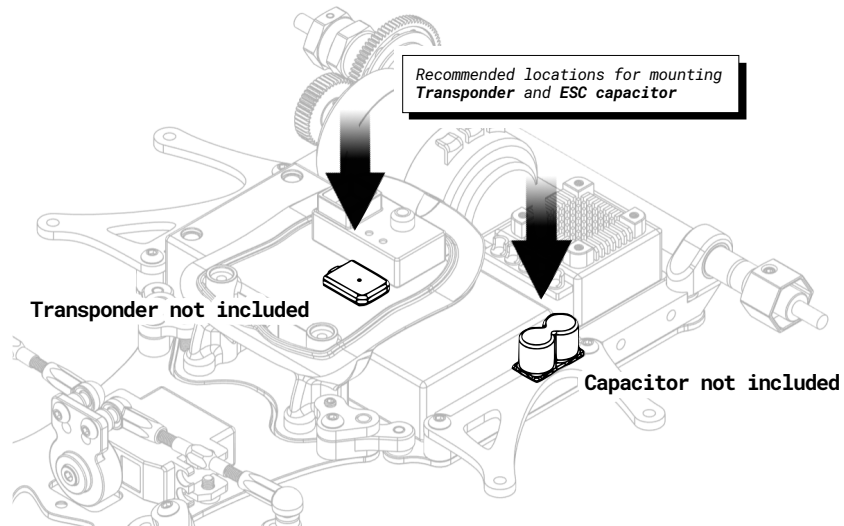


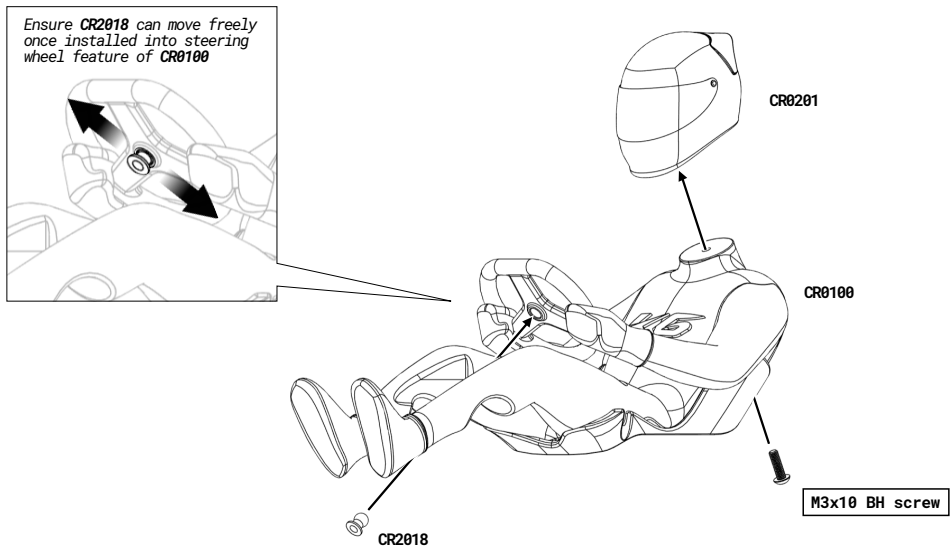
It is recommended to use 13 or 14awg gauge silicone insulated copper wire for the ESC and Motor wiring



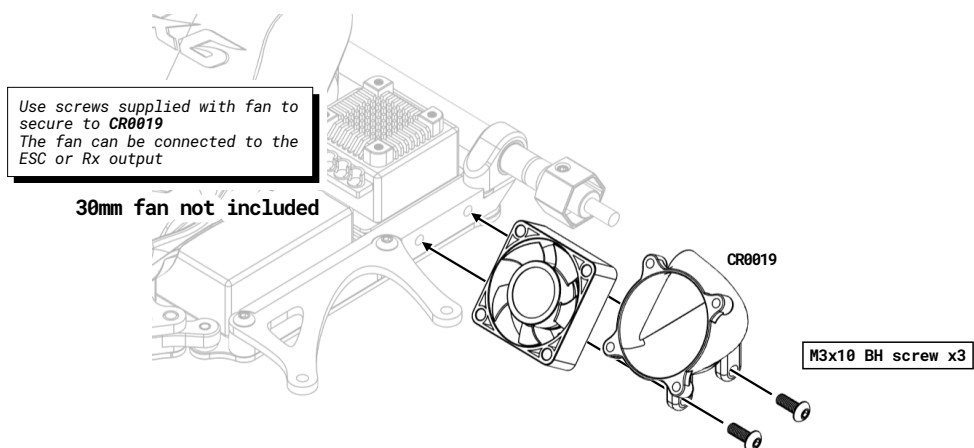
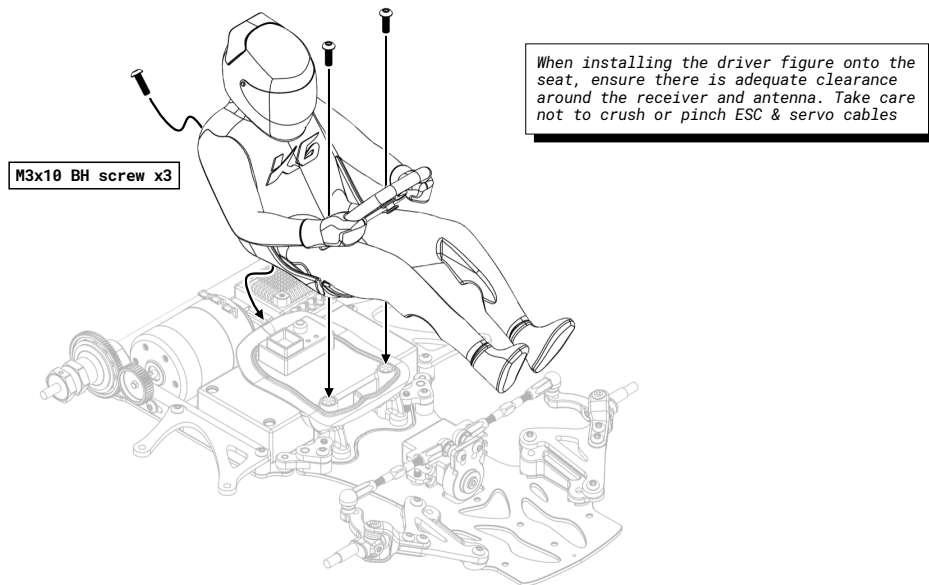
Wiring polarity diagram for reference only. All connections must be made according to the specifications of the electronic components used

Recommended locations for mounting Transponder and ESC capacitor

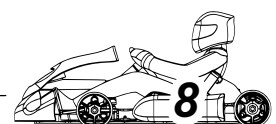




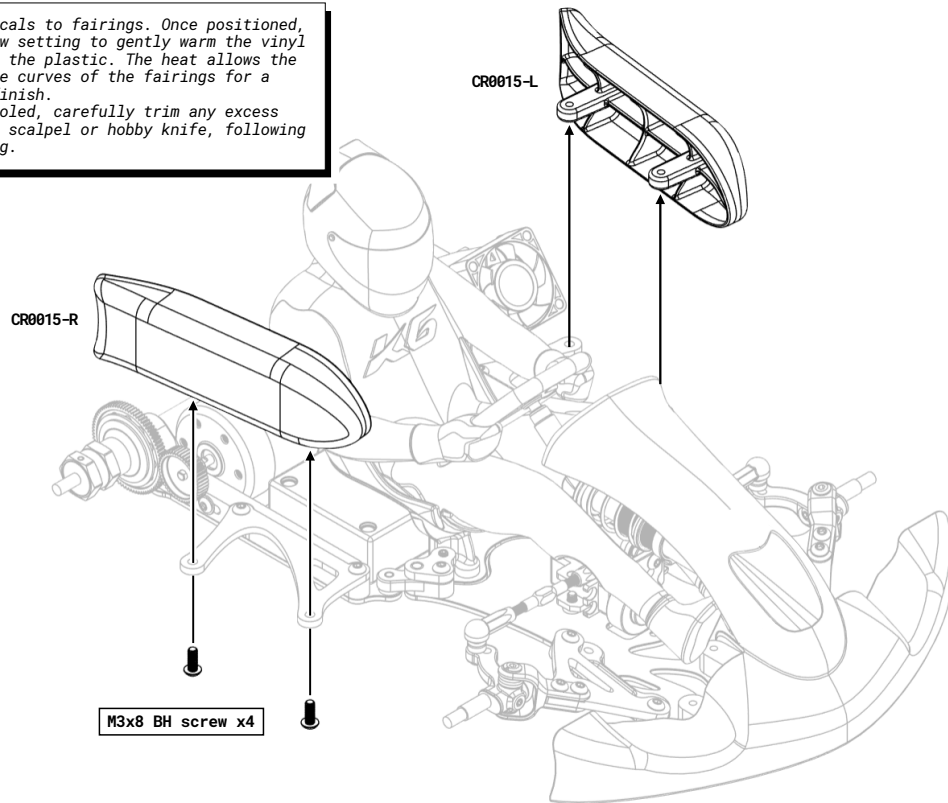
Bag 5



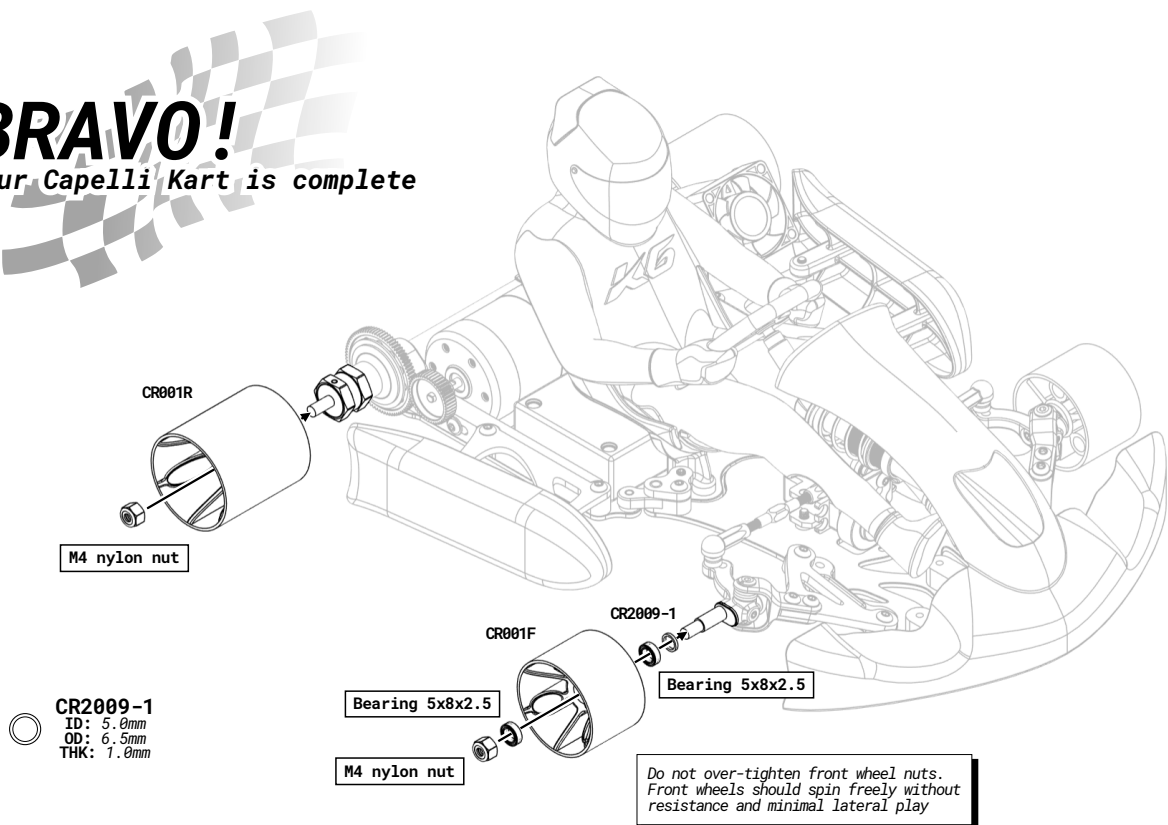
Bag 5

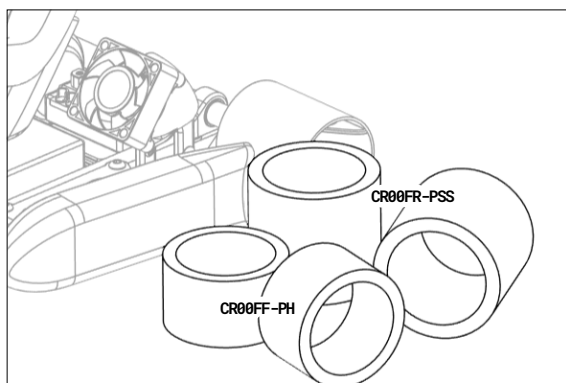


When applying Vinyl decals to fairings. Once positioned, use a heat gun on a low setting to gently warm the vinyl while pressing it onto the plastic. The heat allows the vinyl to conform to the curves of the fairings for a smooth, professional finish. After the vinyl has cooled, carefully trim any excess material using a sharp scalpel or hobby knife, following the edge of the fairing.



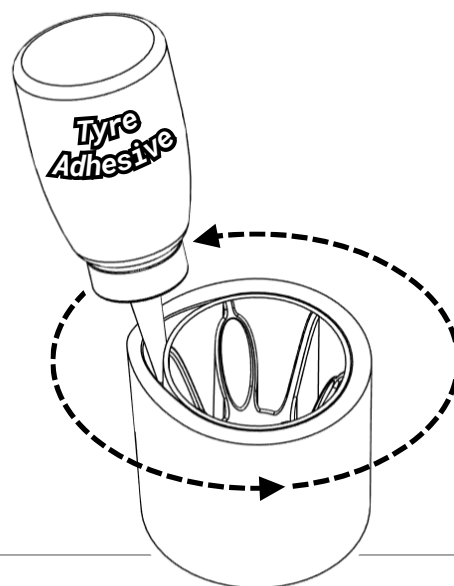
BRAVO!
your Capelli Kart is complete





The Capelli K6 is supplied with rims and foam tyres, it is recommended to install the foam tyres to the rims using a suitable adhesive and application procedure. Followed by trueing the tyres to the desired diameter, maintaining a 1-2mm larger diameter for the rear tyres relative to the front.

Capelli Front foam tyre: **CR00FF-PH / Purple HARD** (included)
Rear foam tyre: **CR00FR-PSS / Purple SUPER SOFT** (included)



Gluing Foam Tyres to Rims

Follow the steps below to ensure proper adhesion between the foam tyre and rim:

1. Prepare the rim

Clean the outer surface of the rim using a suitable cleaner to remove any mould release agents, oils, or debris. Allow it to dry completely.

2. Fit the foam tyre

Install the foam donut onto the rim, ensuring the outer edge of the rim is aligned evenly with the tyre sidewall.

3. Apply glue (front side)

Insert the glue bottle nozzle fully between the foam and the rim.

Using a smooth circular motion, apply glue evenly around the entire circumference.

Pay particular attention to the outer edge of the rim to ensure proper coverage where the tyre sidewall contacts the rim.

4. Apply glue (rear side)

Turn the wheel over and repeat Step 3, this time inserting the nozzle from the back side of the rim to ensure full coverage.

5. Cure and inspect

Allow the glue to cure for the manufacturer's recommended time.

Once cured, inspect the tyre sidewalls to confirm full adhesion. Reapply glue to any areas that are not securely bonded.

6. Final step

The wheel is now ready for trueing.

Recommended accessories for Capelli K6

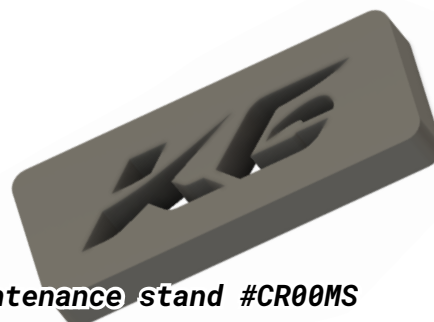
Tyre truer arbor #CR00TA



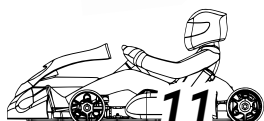
Foam tyres #CR00FF-CR00FR



Foam tyre adhesive #CR00FA



Chassis maintenance stand #CR00MS



Tuning and Setup

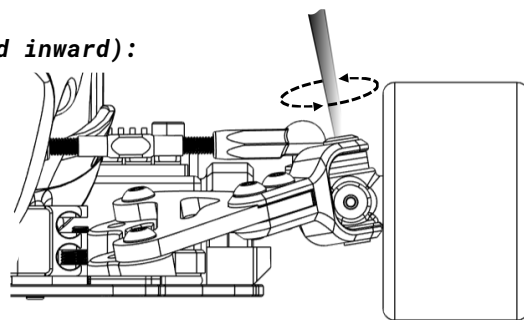
Camber Adjustment: The front camber is adjusted by rotating the eccentric king-pin (CR2006) inside the steering knuckle, thereby altering the stub axle angle relative to the chassis

Increasing negative camber (top of the wheels tilted inward):

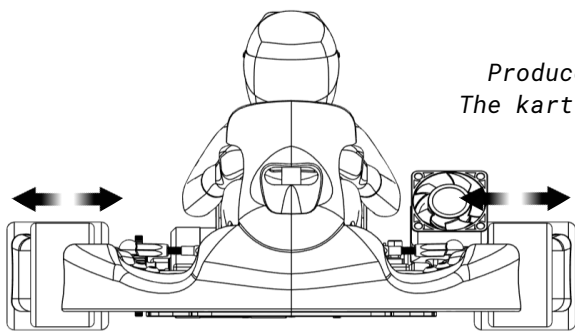
Increases front-end grip during cornering by maintaining a more consistent tyre contact patch as the chassis rolls. This improves steering response and mid-corner grip.

Reducing negative camber (toward zero):

Decreases overall front grip, resulting in smoother more stable steering. The kart will feel less aggressive on turn-in and easier to drive.



Front Track Width Adjustment: Front track width is adjusted using 1mm stub axle spacers. Optional 0.5mm spacers (Option CR2009-05) can be used for finer tuning.



Increasing front track width (adding spacers)

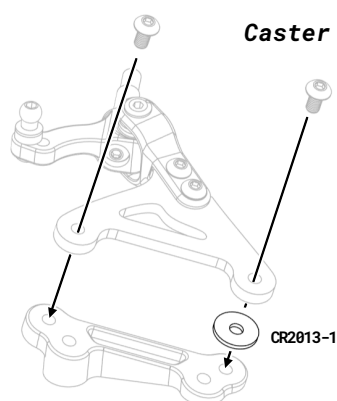
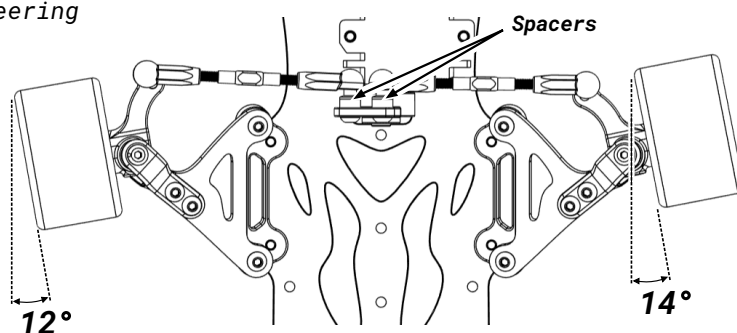
Produces a more stable and forgiving steering response. The kart will feel less reactive on turn-in and easier to drive, especially in high-speed sections.

Decreasing front track width (removing spacers)

Increases steering aggressiveness. The kart will respond more quickly to input, providing sharper turn-in but potentially making it more nervous or twitchy.

Ackermann Adjustment: To effect the rotation of the chassis through a corner, the steering ackermann angle can be adjusted by changing the thickness of spacers between the servo saver horn and ball ends.

Reducing the thickness of spacer used will increase positive ackermann, causing the inside wheel to turn at a greater angle than the outside wheel, increasing corner rotation.



Caster Adjustment: Front caster is adjusted by adding or removing spacers under the front mounting point of the front control arm, between the arm and the front bulkhead. Adding optional spacers CR2013-1 (1.0mm), CR2013-05 (0.5mm) raises the front of the control arm, tilting the king-pin axis rearward and increasing caster angle.

Increasing caster (adding spacers)

Increases steering stability and smooths out the steering response especially at higher speeds.

Decreasing caster (removing spacers)

Produces a more aggressive steering response, particularly on corner entry.

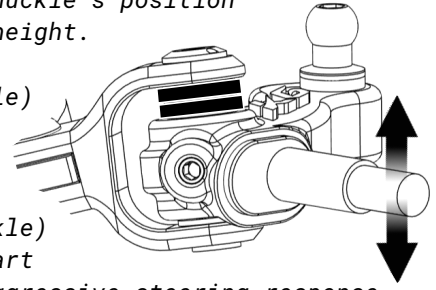
Tuning and Setup

Front Roll Centre Adjustment: Front roll centre is adjusted by changing the position of the two 1.5mm spacers **CR2016** on the kingpin. These spacers are placed either above or below the front steering knuckle, raising or lowering the knuckle's position relative to the chassis and altering the front roll centre height.

Raising the front roll centre (more spacers below the knuckle)
Reduces chassis roll and makes the front end more reactive.
Steering response becomes quicker and more direct, but can feel less forgiving, especially on low-grip surfaces.

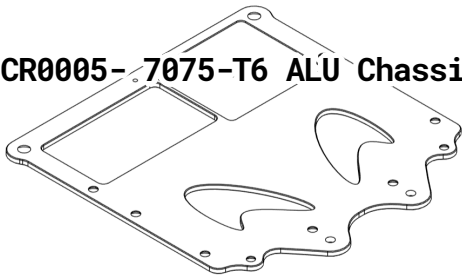
Lowering the front roll centre (more spacers above the knuckle)

Increases chassis roll and generates more front grip. The kart will feel smoother and more stable, but with slower, less aggressive steering response.

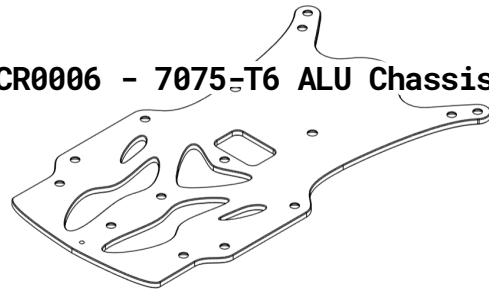


Chassis Flex: The supplied Forged carbon chassis plate mimics the torsional flexibility at the 'waist' of a real kart frame, giving you a responsive and organic driving feel. For those seeking a stiffer setup, the optional **CR0005 - CR0006** 2.0mm THK 7075-T6 ALU chassis plates offer reduced torsional flex over the Carbon version.

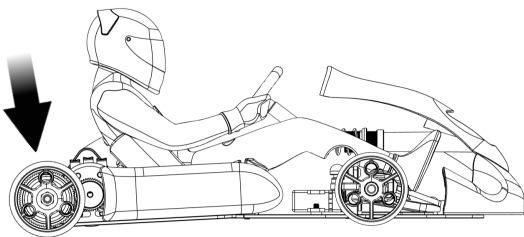
CR0005- 7075-T6 ALU Chassis



CR0006 - 7075-T6 ALU Chassis



Rear Droop: Rear droop is adjusted using the two set screws located in the rear pod (Part **CR2016D**), These screws control how far the rear pod can extend downward relative to the main chassis, effectively setting the rear droop angle.
Important: Both left and right droop screws must be adjusted equally.



Increasing rear droop (backing the screws out):
Allows the rear pod to extend further, increasing rear traction. This can help the kart feel more planted, especially over bumps.

Decreasing rear droop (turning the screws in):
Limits rear pod movement, reducing rear traction and making the kart feel more responsive.

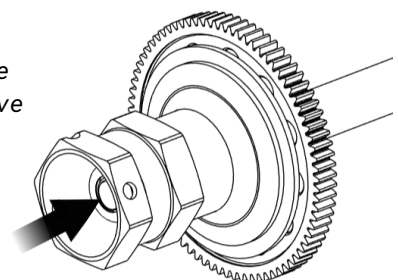
Ball Differential Adjustment: The differential is adjusted by tightening or loosening the **M4 nylon nut**, which compresses the internal balls and plates to change the slip level.

Tightening the differential:

Reduces slip between the rear wheels, increasing forward drive and acceleration. The kart will feel more direct and responsive under throttle, but may become less forgiving and more prone to breaking traction in corners.

Loosening the differential:

Increases slip, making the kart smoother and easier to drive. This can improve cornering consistency but may reduce forward drive and acceleration out of corners.



Tuning and Setup

Centre Pivot - Pitch Damper System: Pitch Damper System controls chassis rotation (pitch) around the centre pivot. It plays a critical role in rear traction, corner entry stability, and overall chassis response. Proper tuning of this system allows the kart to be adjusted for different track conditions and driving styles.

1. Spring Rate (Coil Spring)

Softer spring: Increases rear traction, Improves grip on low-traction surfaces
Produces more weight transfer

Stiffer spring: Reduces chassis movement, Improves responsiveness and stability in high-grip conditions, Prevents excessive weight transfer

2. Damper Oil (Damping)

Lighter oil: Faster chassis movement, more responsive weight transfer, better for low-grip or bumpy tracks

Heavier oil: Slower - more controlled movement, increased stability in high-speed sections, reduces oscillation and "bounce"

3. Preload (Ride Support)

Increasing preload raises initial chassis support and reduces initial movement
Reducing preload allows earlier engagement of the suspension, improving grip

4. Tuning Guidelines

Low grip tracks:

Use a softer spring, lighter oil, and increased travel to maximise traction.

High grip tracks:

Use a stiffer spring and heavier oil to maintain stability.

Smooth tracks:

Run slightly stiffer settings for precision.

Bumpy tracks:

Use softer, freer movement to maintain tyre contact.

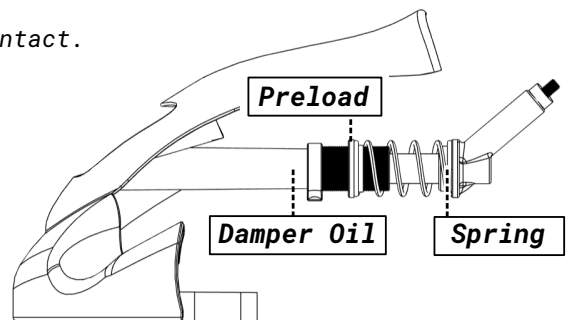
Capelli K6 Damper Springs

#CR0900 - Damper Spring orange SOFT

#CR0900 - Damper Spring green MEDIUM

#CR0900 - Damper Spring yellow MED-HARD

#CR0900 - Damper Spring pink HARD

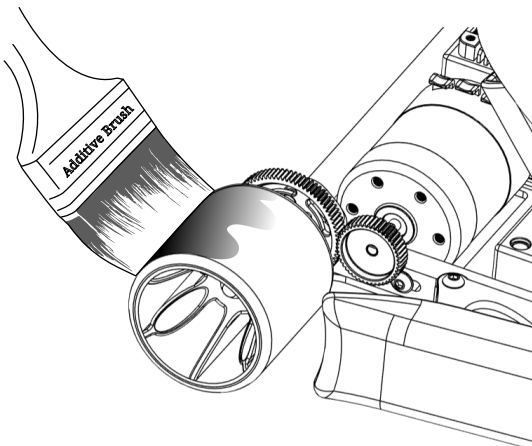


Capelli Racing Silicone Damper Oil

#CR0SIL-S - Silicone Oil SOFT

#CR0SIL-M - Silicone Oil MEDIUM

#CR0SIL-H - Silicone Oil HARD



Foam Tyre Treatment: To achieve optimal performance it is crucial to apply a chemical tyre additive to the rear foam tyres entire width.

This is particularly important when racing on low grip surfaces, such as asphalt.

Allow sufficient time for the chemical to soak into the foam and soften the tyres.

The soaking time can vary from 30 minutes to overnight in a sealed container, depending on the desired effect.

Once the chosen soaking time has elapsed, gently wipe the excess additive from the surface of the tyre before hitting the track.

Capelli X4G

1/6 SCALE EP COMPETITION CHASSIS KIT

Track

Asphalt

Carpet

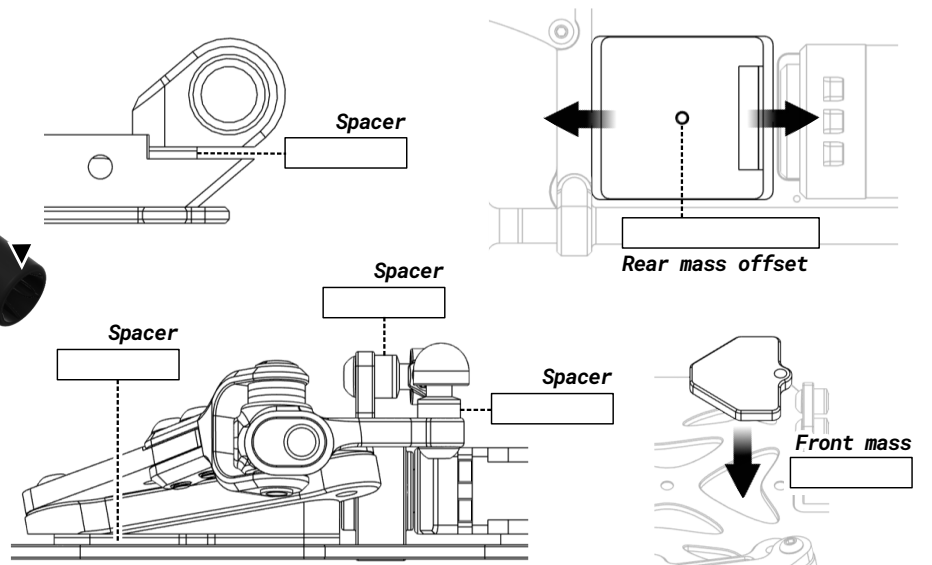
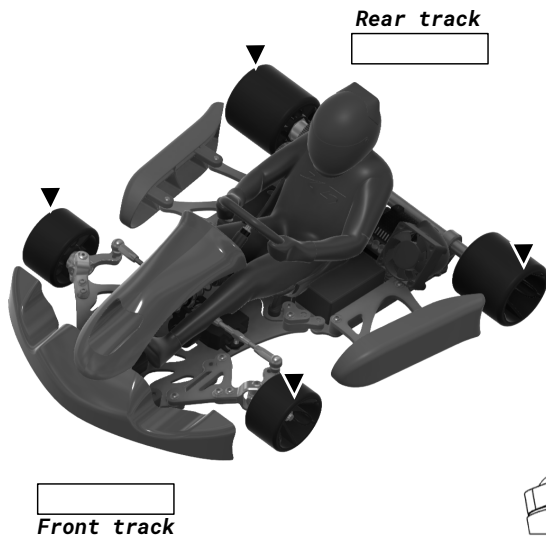
Traction remarks

Date

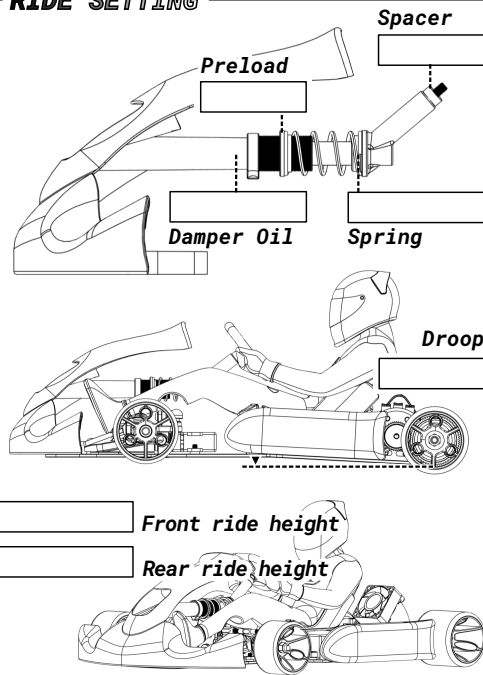
Driver

Track layout

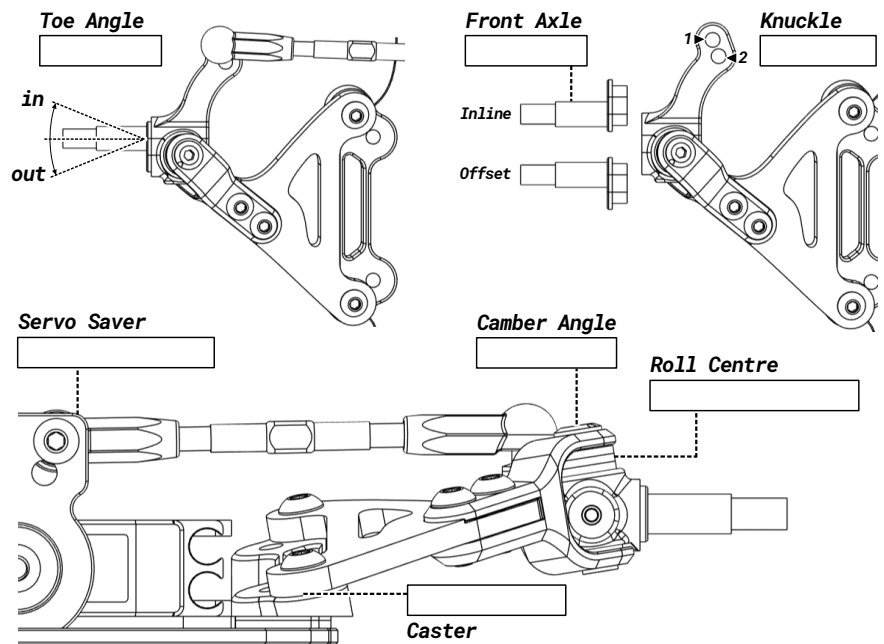
BALANCE SETTING



RIDE SETTING



FRONT ALIGNMENT



DRIVE SYSTEM

Motor	Spur gear
ESC	Pinion gear
Battery	Servo
	Radio Tx / Rx

REAR AXLE CONFIGURATION

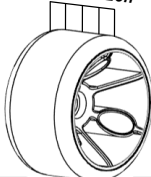
Spool ☐ Ball differential ☐ Setting

tight

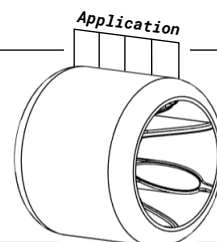
loose

Front Tyre	
Diameter	
Wheel	
Tyre additive	
Additive time	

Application



Rear Tyre	
Diameter	
Wheel	
Tyre additive	
Additive time	



GRIP

NOTES:

Capelli X4G

1/6 SCALE EP COMPETITION CHASSIS KIT

Track

TFTR - Australia

Asphalt

☒

Carpet

☐

Traction remarks

Low / smooth

Date

29/03/2026

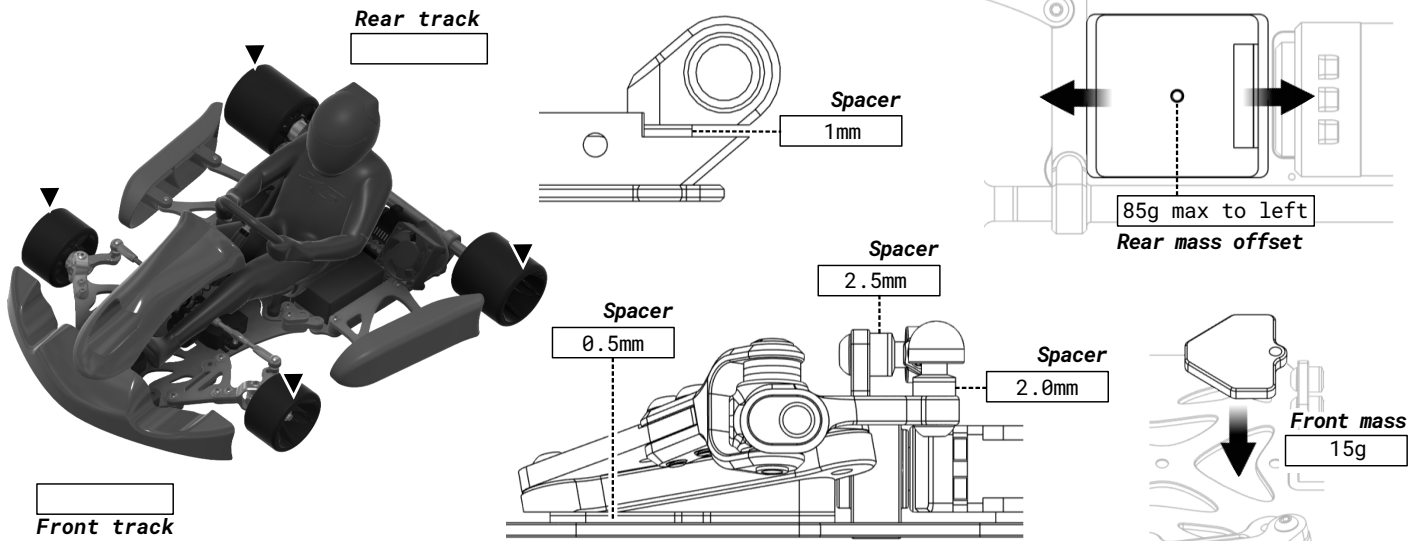
Driver

Test Driver

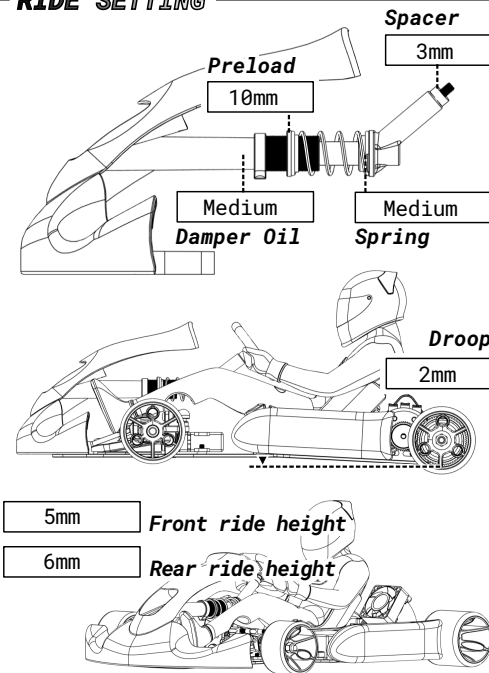
Track layout

Medium, Technical

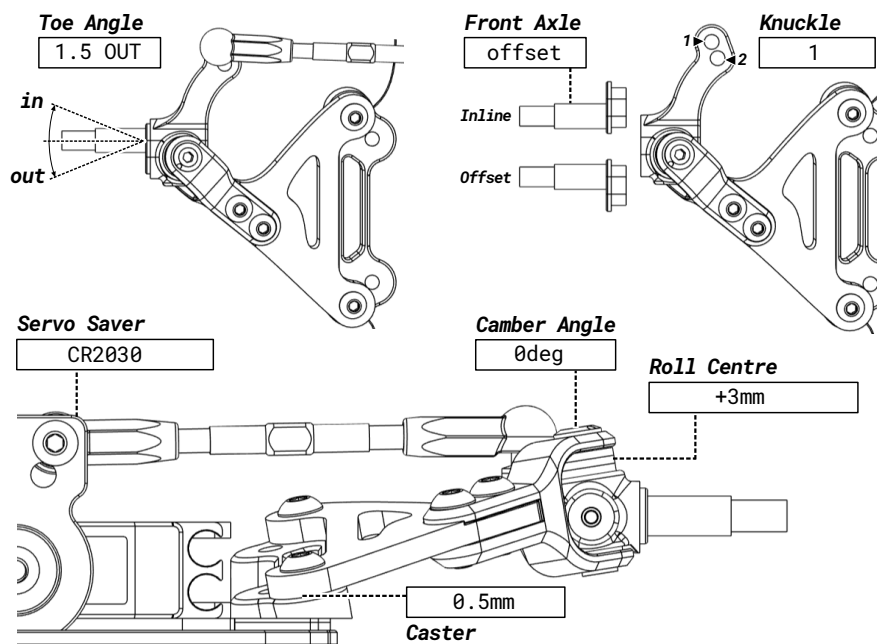
BALANCE SETTING



RIDE SETTING



FRONT ALIGNMENT



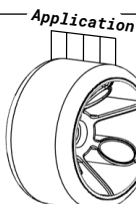
DRIVE SYSTEM

Motor	21.5t Brushless	Spur gear	50pinion / 78spur
ESC	1S ESC 100A w/ capacitor	Servo	MKS HV50
Battery	3.7V 1S 760mAh	Radio Tx / Rx	2.4GHz 4Ch

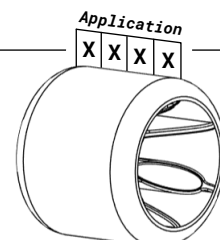
REAR AXLE CONFIGURATION

Spool	☐	Ball differential	☒	Setting
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Front Tyre	Capelli CR00FF-PH
Diameter	44mm
Wheel	CR001F
Tyre additive	None
Additive time	N/A



Rear Tyre	Capelli CR00FR-PSS
Diameter	45.5mm
Wheel	CR001R
Tyre additive	MightyGripper White
Additive time	60m



Application

☒ ☒ ☒ ☒

GRIP

tight



loose

NOTES:

Option: CR0021 Brass mass 15g Front

Capelli X4G

1/8 SCALE EP COMPETITION CHASSIS KIT

Track

AUSIC - Australia

Asphalt ☐

Carpet ☒

Traction remarks

High

Date

7/06/2026

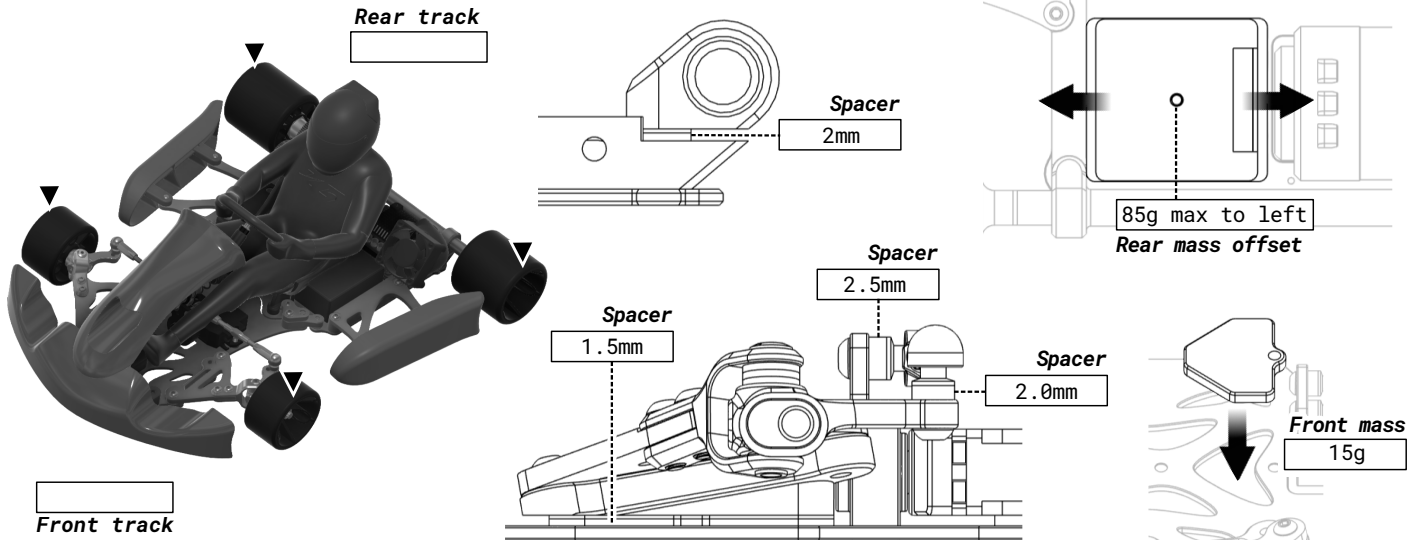
Driver

Test Driver

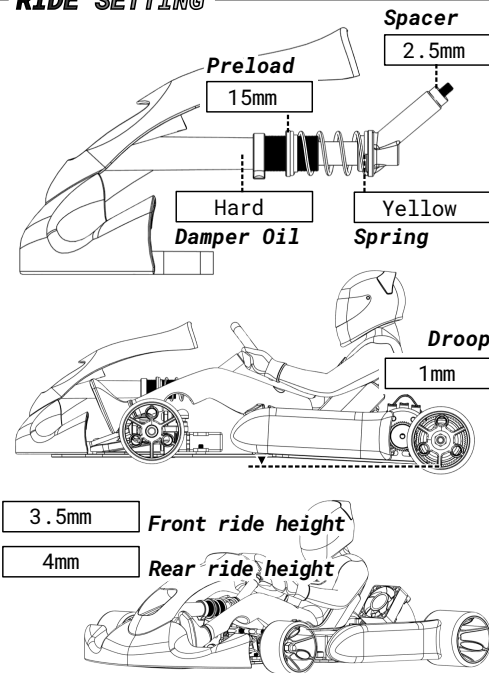
Track layout

Small, Technical

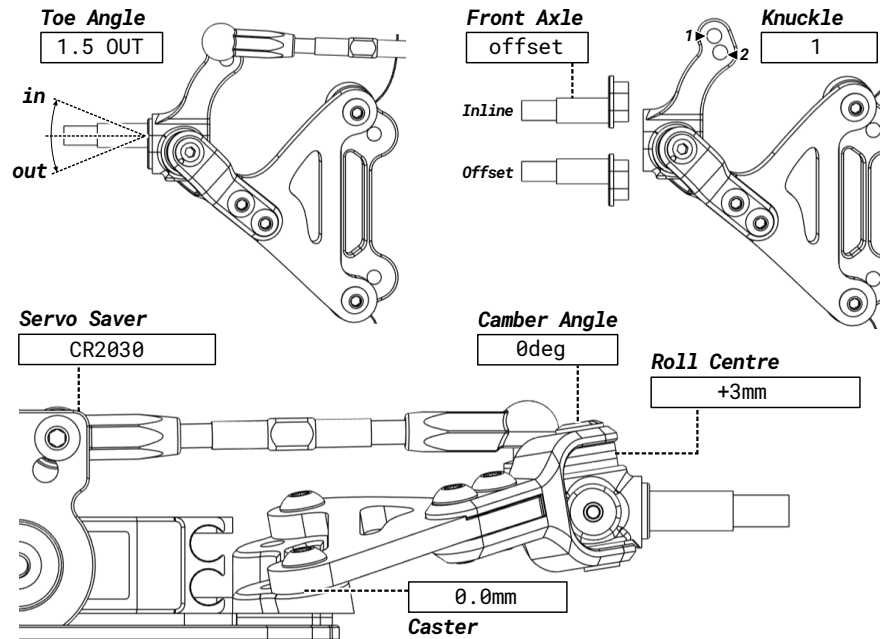
BALANCE SETTING



RIDE SETTING



FRONT ALIGNMENT



DRIVE SYSTEM

Motor	21.5t Brushless	Spur gear	55pinion / 78spur
ESC	1S ESC 100A w/ capacitor	Servo	MKS HV50
Battery	3.7V 1S 7600mAh	Radio Tx / Rx	2.4GHz 4Ch

REAR AXLE CONFIGURATION

Spool ☐ Ball differential ☒

Setting

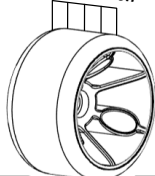
tight

X

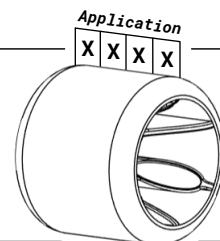
loose

Front Tyre	Capelli CR00FF-GH
Diameter	41mm
Wheel	CR001F
Tyre additive	None
Additive time	N/A

Application



Rear Tyre	Capelli CR00FR-GS
Diameter	42mm
Wheel	CR001R
Tyre additive	SXT 3.0
Additive time	60m



Application

X X X X

GRIP

NOTES:

Option: CR0021 Brass mass 15g Front

Parts List

PART	DESCRIPTION
CR0002	Side pod mount 2.5mm Forged Carbon
CR0003-L	Front arm (Left) 3.0mm Forged Carbon
CR0003-R	Front arm (Right) 3.0mm Forged Carbon
CR0005	Front chassis plate 2.0mm ALU 7075-T6 (OPTION)
CR0006	Rear chassis plate 2.0mm ALU 7075-T6 (OPTION)
CR0007-85	Balance mass rear 85g BRASS
CR0007-65	Balance mass rear 65g BRASS (OPTION)
CR0008	Balance mass front 15g BRASS (OPTION)
CR0010	Rear chassis plate 2.5mm Forged Carbon
CR0011	Front chassis plate 2.5mm Forged Carbon
CR0012	Damper threaded sleeve w/ adjustable collar
CR0013	Steering column w/ damper rod
CR0014	Nose fairing 508 Venturi ABS
CR0015-L	Side pod 508 LH ABS
CR0015-R	Side pod 508 RH ABS
CR0019	Fan duct single 30mm Nylon
CR0020	Fan duct dual 25mm Nylon (OPTION)
CR0100	Driver body form Nylon
CR0101	Driver seat Nylon
CR0201	Driver helmet Nylon
CR0900	Damper spring orange SOFT (OPTION)
CR0901	Damper spring green MEDIUM
CR0902	Damper spring yellow MED-HARD (OPTION)
CR0903	Damper spring pink HARD (OPTION)
CR2003-L_R	Front steering knuckles ALU 7075-T6 (OPTION)
CR2004	Front stub axle
CR2005	Lower yoke king-pin bushing ALU T6
CR2006	Eccentric king-pin
CR2008-1	1.0mm THK Shim ALU T6
CR2008-15	1.5mm THK Shim ALU T6
CR2008-2	2.0mm THK Shim ALU T6
CR2008-25	2.5mm THK Shim ALU T6
CR2008-3	3.0mm THK Shim ALU T6
CR2009-05	Front stub axle Spacer 0.5mm ALU T6 (OPTION)
CR2009-1	Front stub axle Spacer 1mm ALU T6
CR2010-L	Front arm bulkhead (Left) ALU T6
CR2010-R	Front arm bulkhead (Right) ALU T6
CR2011-L	Front yoke LH ALU T6
CR2011-R	Front yoke RH ALU T6
CR2012-L	Front steering knuckle (Left) Nylon
CR2012-R	Front steering knuckle (Right) Nylon
CR2013-05	Front ride height Shim 0.5mm Carbon Fibre
CR2013-1	Front ride height Shim 1.0mm Carbon Fibre
CR2014-05	Front caster Shim 0.5mm ALU T6 (OPTION)
CR2014-1	Front caster Shim 1.0mm ALU T6 (OPTION)
CR2016D	Droop screw flange plate 3mm Carbon Fibre
CR2016-L	Chassis pivot mount (Left) ALU T6
CR2016-R	Chassis pivot mount (Right) ALU T6
CR2017	4.8mm Ball cup rod end Nylon
CR2018	4.8mm Ball stud ALU T6
CR2019	Steering turnbuckle ALU T6
CR2020-1	Rear axle spacer 1mm ALU T6
CR2020-05	Rear axle spacer 0.5mm ALU T6 (OPTION)
CR2021	Rear wheel hub ALU T6
CR2023	Rear axle SOLID Steel (OPTION)
CR2024-1	M4 Spacer 1mm ALU T6
CR2024-05	M4 Spacer 0.5mm ALU T6
CR2027	Rear axle carrier ALU T6
CR2028-L	Rear bulkhead LH ALU T6
CR2028-R	Rear bulkhead RH ALU T6
CR2029	Rear axle spacer 8mm ALU T6
CR2030	Servo Saver (KRP #201)
CR2040	Rear Ball differential set
CR2041	Ball differential wheel stud insert ALU T6
CR2042	Ball differential thrust bearing adapter ALU T6
CR2043	Ball differential wheel drive hub ALU T6
CR2044	Ball differential axle Steel
CR2045	Ball differential drive rings
CR2051	Chassis stiffener 2.0mm Forged Carbon (OPTION)
CR2052	Servo brace Nylon (OPTION)

PART	DESCRIPTION
CR001F	Kart wheel Front
CR001R	Kart wheel Rear
CR00FF-PM	Foam tyre Front - Purple compound MEDIUM
CR00FF-PH	Foam tyre Front - Purple compound HARD
CR00FF-GM	Foam tyre Front - Green compound MEDIUM
CR00FF-GH	Foam tyre Front - Green compound HARD
CR00FR-PSS	Foam tyre Rear - Purple compound SUPER SOFT
CR00FR-PS	Foam tyre Rear - Purple compound SOFT
CR00FR-PM	Foam tyre Rear - Purple compound MEDIUM
CR00FR-GS	Foam tyre Rear - Green compound SOFT
CR00FR-GM	Foam tyre Rear - Green compound MEDIUM
CR00MS	Chassis maintenance stand K6
CR00DS	Capelli K6 decal Set
CR00TA	Capelli K6 tyre truer arbor
CR00FA	Capelli Foam tyre adhesive
CR00GR	Capelli Ball differential grease
CR00VF-BK	K6 Venturi fairing set - Black
CR00VF-W	K6 Venturi fairing set - White
CR00VF-Y	K6 Venturi fairing set - Neon Yellow
CR00VF-P	K6 Venturi fairing set - Pink
CR00VF-G	K6 Venturi fairing set - Green
CR00VF-T	K6 Venturi fairing set - Teal
CR00VF-O	K6 Venturi fairing set - Orange
CR0SIL-S	Silicone Oil SOFT Damping
CR0SIL-M	Silicone Oil MEDIUM Damping
CR0SIL-H	Silicone Oil HARD Damping
B1488	Bearing 1/4"x3/8"x1/8"
B5825	Bearing 5x8x2.5mm
B6103	Bearing 6x10x3mm
B0494	Thrust Bearing 4x10x4mm (Ball differential)
B3175	Ceramic Balls 1/8" (Ball differential)
OR72	O-Ring 7 x 2mm
OR131	O-Ring 13.5 x 1mm
1005	M3 x 5mm flat head screw
1006	M3 x 6mm flat head screw
1008	M3 x 8mm flat head screw
1010	M3 x 10mm flat head screw
1105	M3 x 5mm button head screw
1106	M3 x 6mm button head screw
1108	M3 x 8mm button head screw
1110	M3 x 10mm button head screw
1112	M3 x 12mm button head screw
1112FL	M3 x 12mm flanged head motor screw
1205	M2.5 x 5mm button head screw
1303	M3 Nut Plain ALU
1304	M4 Nut Nylon ALU
1412	M4 x 12mm flat head screw
1414	M4 x 14mm flat head screw
1416	M4 x 16mm flat head screw
1603	M3 x 3mm set screw
1604	M3 x 4mm set screw
1610	M3 x 10mm set screw
1612	M3 x 12mm set screw
1704	M4 Belleville washer (Ball differential)
1714	M2 x 14mm shaft

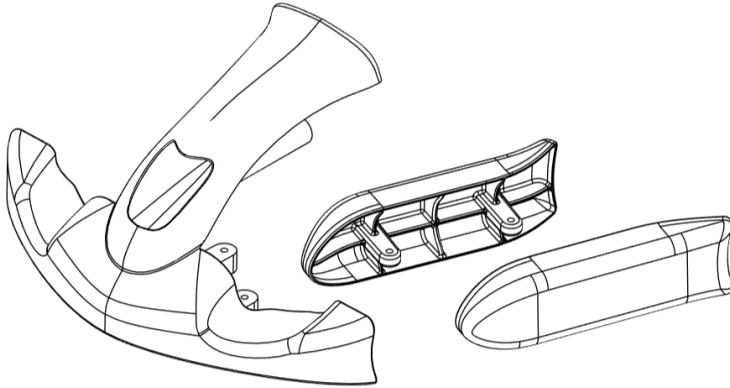
Capelli K6

OPTION PARTS

#CR00VF - Venturi Fairing Set

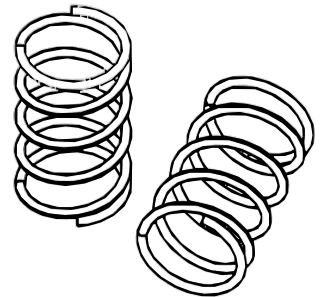
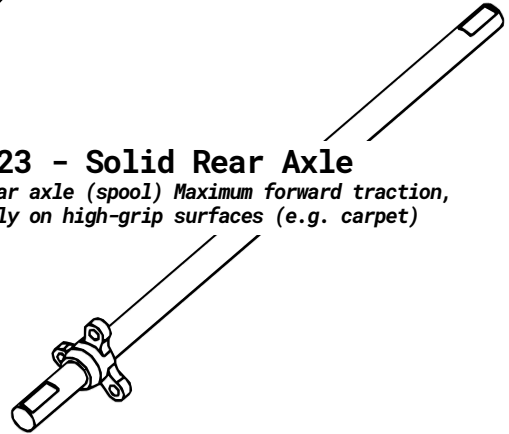
The K6 Venturi Fairing set is available in a range of optional colours:

Black, White, Yellow, Pink, Green, Teal and Orange



#CR2023 - Solid Rear Axle

Solid rear axle (spool) Maximum forward traction, especially on high-grip surfaces (e.g. carpet)

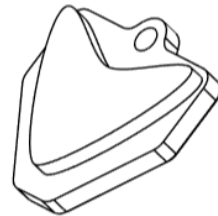
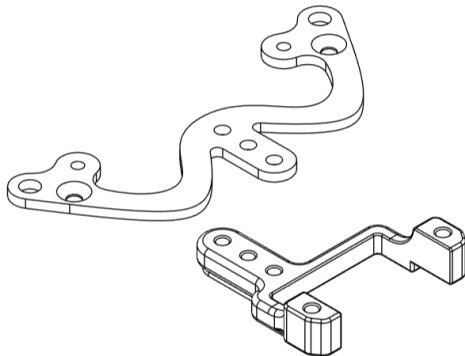


#CR0900-3 - Damper Springs

A range of optional coil springs are available for the pitch damper system, from SOFT to HARD

#CR2051-CR2052 - Chassis stiffener

2.0 mm carbon fiber chassis stiffener and servo brace reduces front chassis flex and increases chassis rigidity.

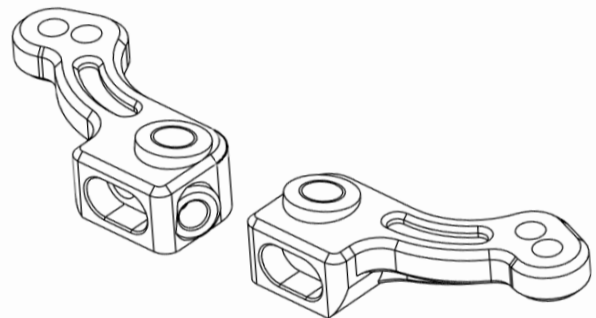
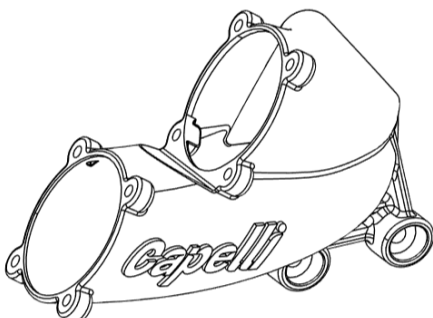


#CR0021 - Balance mass Front

15g brass mass to increase front weight distribution, recess mounted into chassis for low centre of gravity

#CR0020 - Fan Duct Dual

Nylon Fan duct enables use of two cooling fans to increase air flow over ESC and Motor



#CR2003-L & R - 7075-T6 ALU Front Knuckles

7075-T6 Aluminium steering knuckles offers increased durability and stiffness over the kit Nylon version



Endorsed Club Racing Technical Regulations

1:6 scale EP Kart Class

CHASSIS.

- Two wheel drive ONLY
- Bodywork must resemble traditional kart design (i.e.; Nosecone, Nassau and left and right Side pods)
- Addition of wings and spoilers is prohibited
- A humanoid driver figure must be mounted in a conventional kart seating position
- Maximum overall length including tyres: 300mm
- Maximum overall height including driver figure: 135mm
- Maximum rear track width: 235mm
 - front track width: 215mm
- Maximum wheelbase: 180mm
- Minimum weight: 900g

WHEELS and TYRES.

- Foam tyres ONLY
- Rear wheel maximum width: 40.5mm
- Front wheel maximum width: 25.5mm
- Rear tyre maximum width: 41mm
- Front tyre maximum width: 26mm
- Rear tyre maximum diameter: 48mm
- Front tyre maximum diameter: 47mm

ELECTRONICS.

- Motor: 21.5t Brushless of any make or model
- Electronic speed controller: Any ESC that does not have dynamic timing i.e.; boost or turbo timing options, or any ESC that has a Blinky mode i.e.; a flashing light denotes that no dynamic timing is enabled, is allowed.
- Battery: Any short type 3.7v 1S or 7.4v 2S hard case Lipo that is approved by the clubs regulations



capelli.au
info@capelli.au

Capelli Racing Pty Ltd
Geelong, VIC 3220
AUSTRALIA

Capelli